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Abstract of Disclosure

The invention relates to a diesel engine in which a separate camshaft (12) for independently controlling the closing of the inlet valves (IVC) is provided, which camshaft is coupled to phase-shifting mechanism (14). By delaying the closing of the inlet valves independent from other valve events, it is possible to vary the effective compression ratio of the diesel engine. The extent of the delay of the closing of the inlet valves is, preferably, adjusted based on the engine speed, the engine torque and/or the charging pressure of a turbocharger.

